

### In the Specification

*Kindly replace paragraphs [0004]-[0008] spanning pages 1-3 with the following:*

[0004] Although various structures are proposed as an FRP panel for an automobile, the conventional proposals mainly aim to locally increase the strength or the rigidity of a required part (for example, ~~Patent document 1~~ JP-A-2003-146252), there is almost no proposal to form an adequate crushable structure for impact absorption as described above.

~~Patent document 1: JP A 2003-146252~~

~~Disclosure of the Invention~~

~~Problems to be solved by the Invention~~

[0005] Accordingly, changing the viewpoint from the conventional direction for technical development, ~~an object of the present invention is~~ it could be helpful to provide an FRP panel for an automobile with an adequate crushable structure for impact absorption, in particular, from the viewpoint of protecting a pedestrian, to provide an FRP panel for an automobile capable of suppressing an impact by properly absorbing the impact to a pedestrian at the time of collision.

~~Means for solving the Problems~~ Summary

[0006] ~~To achieve the above-described object,~~ We provide an FRP panel for an automobile according to the present invention comprises a panel element to which a difference in rigidity and/or a difference in strength is provided between a first FRP layer on a first surface side and a second FRP layer on a second surface side on the opposite side of the first surface.

[0007] In the present invention, the first surface side and the second surface side of the FRP panel for an automobile are defined such that, in a local section of the panel, one side relative to a neutral axis of rigidity is the first surface side, and the other side is the second surface side. The reason why they are thus defined in the "local section" is in that, in a case where the panel is formed as a curved surface structure, because there is a case where the neutral axis of rigidity of the entire panel structure is not positioned in the panel, they are defined in the local section where the neutral axis of rigidity is always positioned in the panel. Further, "a difference in rigidity is provided" means a condition

where the neutral axis of rigidity in the above-described local section shifts to any one side from the 1/2 line of the panel thickness. The "panel element," also characterized as a "panel portion," indicates a part forming an FRP panel for an automobile which satisfies such a property.

[0008] In such an FRP panel for an automobile according to the present invention, a structure can be employed wherein the above-described panel element/panel portion is an FRP solid plate which is formed integrally with the first FRP layer and the second FRP layer.

***Kindly delete the section title preceding paragraph [0019] as follows:***

~~Effect according to the Invention~~

[0019] In the FRP panel for an automobile according to the present invention, since the difference in rigidity and/or the difference in strength is provided between the first and the second FRP layers, and a crushable structure capable of effectively absorbing an impact at the time of a collision accident and the like is achieved by properly deforming or breaking an FRP layer of low-property side in rigidity and/or strength against the impact, it becomes possible to satisfy the recent requirement for protecting a pedestrian at the time of the collision accident and the like. By this, it can be expected to remarkably reduce the number of the cases such as deadly accidents.